

BookletChart™

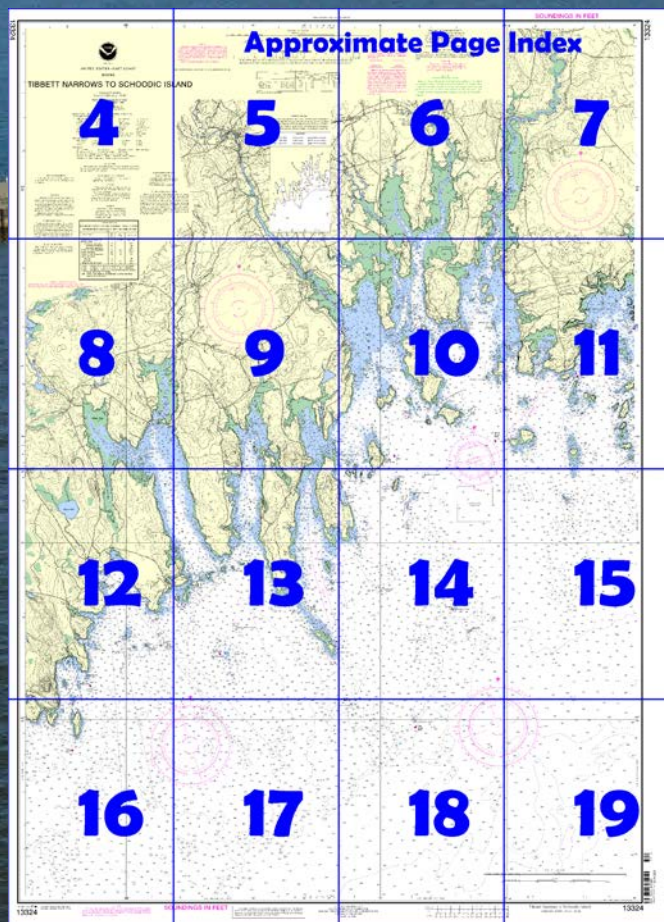
Tibbett Narrows to Schoodic Island **NOAA Chart 13324**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13324>.



(Selected Excerpts from Coast Pilot)
Eastern Harbor (44°30.5'N., 67°43.7'W.), on the west side of **Moose Neck**, is a secure anchorage for small vessels. The buoyed entrance is easily navigated in the daytime. The harbor has extensive flats and ledges, between which is a channel 200 yards or more wide. Fish weirs and fish weir ruins, partly covered at high water, are on both sides of the entrance. The anchorage with the best swinging room is in depths of 18 to 22 feet in midchannel,

about 0.4 mile inside **Eastern Pitch**, the point on the west side of the entrance. Craft of less than 9-foot draft can anchor in depths of 9 to 15 feet in **Otter Cove**, which makes into **Moose Neck**, 0.6 mile

northeastward of **Eastern Pitch**. Another good anchorage spot, in depths of 8 to 12 feet, is 200 yards northwestward of the wharf on the east side of the harbor, about 0.9 mile above the entrance.

There are several rocky ledges that uncover in the northeastern part of the harbor. The flats are soft mud in places, and small craft sometimes are beached on them. A reef which shows well at low water extends 400 yards southward and southwestward from the point on the east side of the entrance. It is marked on its west side by a buoy.

The wharf of a seafood processing plant is on the east side of **Eastern Harbor**, about 0.9 mile above the entrance at the village of **South Addison**. Depths of 5 feet are reported alongside the wharf. Gasoline, water, and limited marine supplies are available at the wharf or in the village. Engine and hull repairmen are available in the village in an emergency. Boats are usually grounded out for hull repairs. The approach is clear to **Eastern Harbor**, between **Tibbett Island** and **Ladle Ledges**, if these islands are given a berth of over 400 yards. From westward the approach is clear between the daybeacon south of **Norton Island** and **Pot Rock**. The approach from **Moosabec Reach** is through **Tibbett Narrows**. Enter the harbor midway between the buoys at the entrance, staying midchannel and keeping a sharp lookout for an old fish weir on the eastern side of the entrance.

Pleasant, **Narraguagus**, **Harrington**, and **Pigeon Hill Bays**, which indent the coast between **Nash Island** on the east and **Petit Manan Island** on the west, are the approaches to the villages of **Addison**, **Harrington**, **Milbridge**, and **Cherryfield**, all on tributaries of the bays. These waters are frequented mostly by local fishing boats. The bays are separated by islands and rocks, through which are several thorofares.

Good anchorage can be found in **Pleasant**, **Harrington**, and **Narraguagus Bays**, the latter being used much as a harbor of refuge.

From December to April, ice usually forms on **Pleasant River** and **Harrington River** to their mouths, and very frequently on **Harrington Bay**. Ice seldom obstructs navigation in **Narraguagus River** except in January and February, during which time the river usually is frozen to the mouth.

Pleasant Bay, 1.2 miles westward of **Eastern Harbor** and 6.5 miles west of **Jonesport**, is a secure anchorage and is easily entered in the daytime. **Nash Island** and **Big Nash Island**, on the eastern side of the entrance to **Pleasant Bay**, are grassy. The tower of the former lighthouse on the west side of **Nash Island** is reported to be prominent. A fairway lighted whistle buoy is about 0.5 mile west of **Nash Island**. A ledge, the southern end of which uncovers 10 feet, extends about 500 yards southward from **Nash Island**.

Anchorage is available in depths of 30 to 36 feet westward of **Nightcap Island**, a grassy island with a few bushes on its north side 3.4 miles north of **Nash Island**, and southward of **Barton Ledge**, a buoyed danger awash at low water 0.4 mile northwest of **Nightcap Island**. A better anchorage, and the one used most frequently, is in depths of 14 to 18 feet southeastward and eastward of **Birch Islands**, wooded islands 0.7 mile north of **Nightcap Island**.

No difficulty should be experienced approaching **Pleasant Bay** anchorage during daytime in clear weather with the aid of the chart. At other times it would not be prudent for strangers to pass northward of the vicinity of **Nash Island**, as there are no lighted aids in the bay. If need for shelter demands it, craft can proceed on a **344°** course for 2.2 miles from the lighted whistle buoy 0.5 mile westward of **Nash Island**, to a temporary anchorage in 60 feet in the middle of **Pleasant Bay**.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Table of Selected Chart Notes

PLANE COORDINATE GRID

(based on NAD 1927)
The Maine State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Mercator Projection
Scale 1:40,000 at Lat. 44°28'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.284" northward and 1.995" eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) o (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

----- Pipeline Area ----- Cable Area -----

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HQ lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gre grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Addison, Pleasant River	(44°37'N/67°45'W)	feet 12.8	feet 12.2	feet 0.4	feet -4.0
Milbridge	(44°32'N/67°53'W)	12.3	11.7	0.4	-4.0
Pigeon Hill Bay	(44°27'N/67°52'W)	12.0	11.5	0.4	-4.0
Prospect Harbor	(44°24'N/68°01'W)	11.4	10.9	0.4	-4.0

(594) Latest information available.

NARRAGUAGUS RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE TO MITCHEL POINT 11-FOOT CHANNEL	10.7	10.7	10.5	6-08; 1-10	150-100	0.59	11.0
MITCHEL POINT				1-10	---	A4.45	11.0
11-FOOT WEST ANCHORAGE		10.7		12-06; 1-10	---	A3.95	9.0
9-FOOT EAST ANCHORAGE		8.2		1-07	---	A5.01	9.0
9-FOOT WEST ANCHORAGE		7.3		12-06; 1-07	100	1.67	9.0
9-FOOT CHANNEL	8.4	8.3	8.1	12-06; 1-10	100	0.50	6.0
6-FOOT CHANNEL	4.4	5.8	5.6	1-10	---	A1.78	6.0
6-FOOT SOUTHWEST ANCHORAGE		6.0		12-06	---	A0.96	6.0
6-FOOT EAST ANCHORAGE		5.0		12-06	---	A1.28	6.0
6-FOOT NORTHWEST ANCHORAGE		4.5		12-06	---	A0.57	6.0
6-FOOT TURNING BASIN		84.8					

A. AREA IN ACRES

B. EXCEPT FOR SHOALING TO 2.2 FEET AT 44°32'38.3N, 67°52'44.5W AND SHOALING TO BARE IN LAST 50 FEET OF CHANNEL

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



NOTE A
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the regulations may be obtained at the Office
mander, 1st Coast Guard District in Boston,
Office of the District Engineer, Corps of
Concord, MA.
Refer to charted regulation section num

UNITED STATES-EAST COAST
MAINE

Additional information can be obtained at nautic

TIBBETT NARROWS TO SCHOODIC ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 44°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

SUPPLEMENTAL INFORMATION

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PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart
updated weekly by NOAA for Notices to Mariners and
critical corrections. Charts are printed when ordered
using Print-on-Demand technology. New Editions are
available 5-8 weeks before their release as traditional
NOAA charts. Ask your chart agent about Print-on-Demand
charts or contact NOAA at 1-800-584-4683,
<http://NauticalCharts.gov>, help@NauticalCharts.gov, or
OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>,
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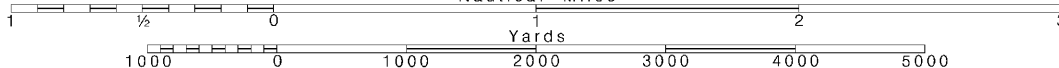
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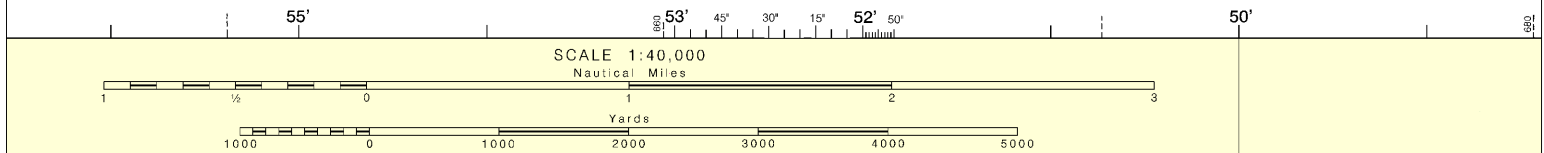
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid
lines are aligned
with true north.





Chapter 2, U.S. Coast and Geodetic Survey, is published concerning the use of this chart in the Commonwealth of Massachusetts or at the request of the U.S. Army Corps of Engineers in Massachusetts.

electroniccharts.noaa.gov.

TIDAL INFORMATION					
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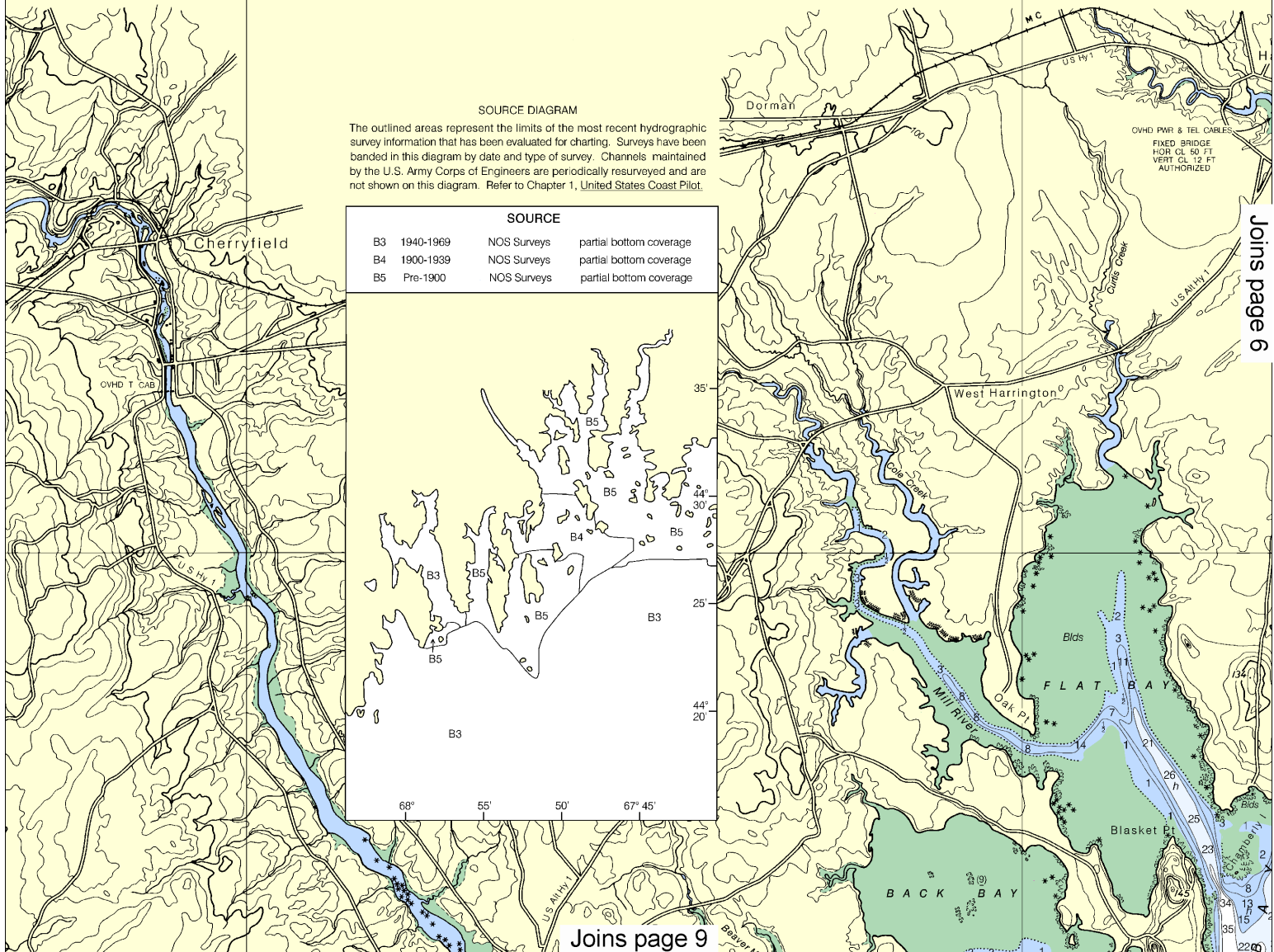
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SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



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--- Cable Area ---

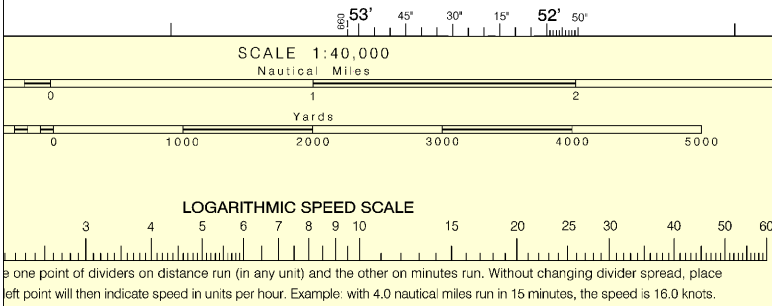
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Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



TIDAL INFORMATION					
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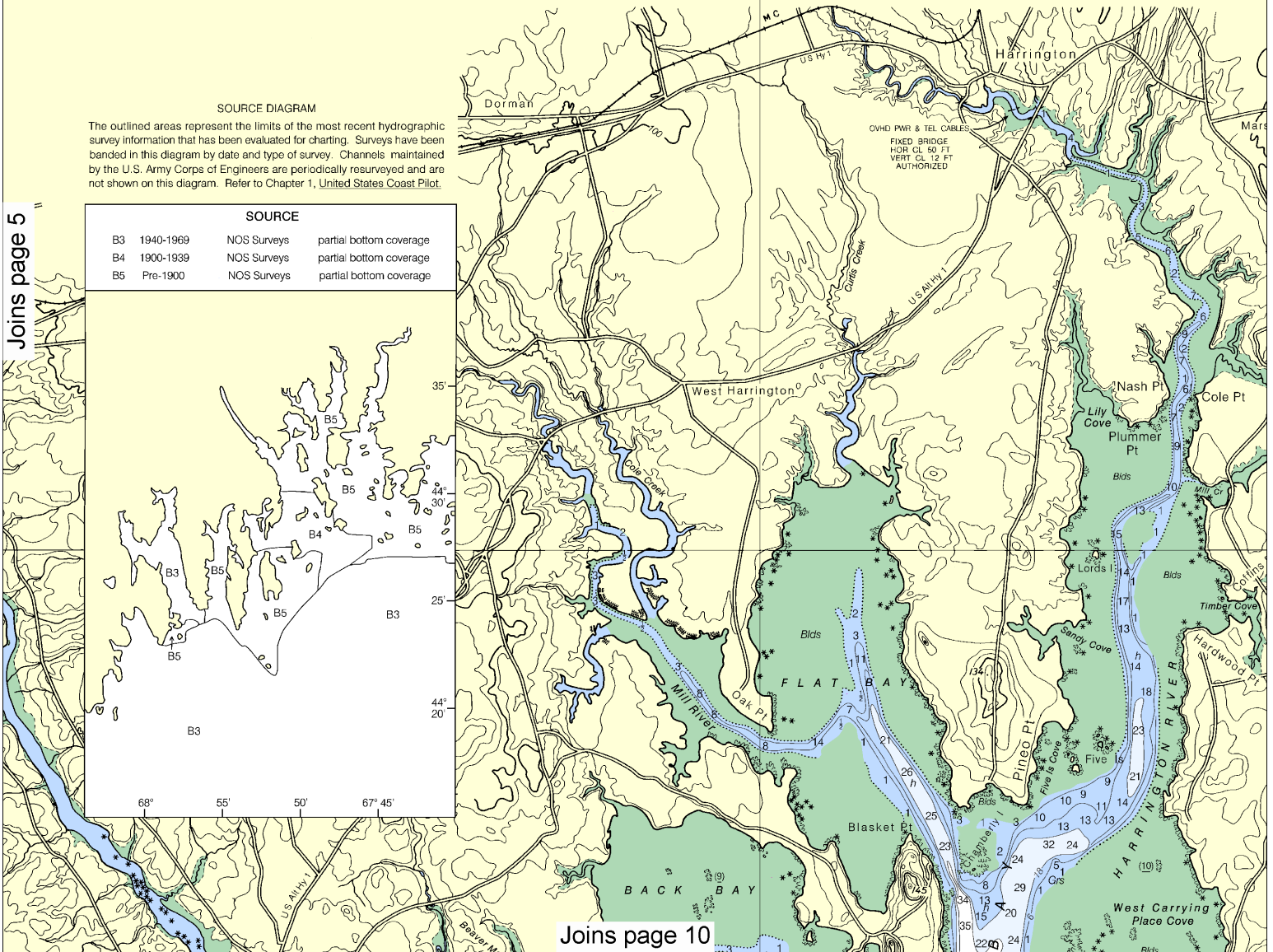
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Joins page 5



Joins page 10

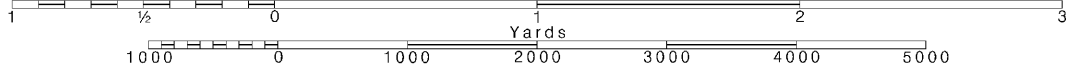
6

Note: Chart grid lines are aligned with true north.

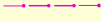
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Nautical Miles

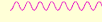
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Pipeline Area



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13324



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

7

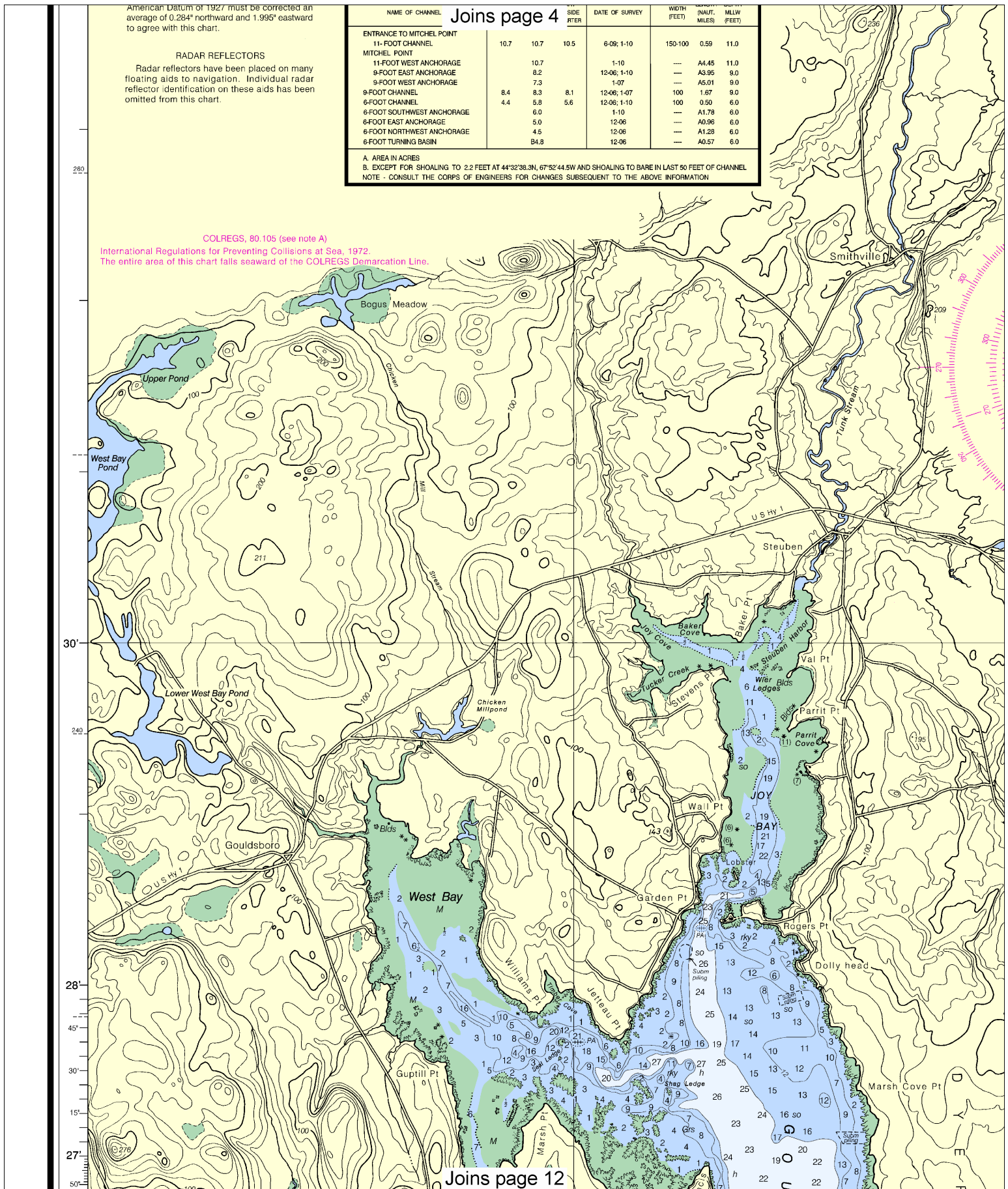
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NAME OF CHANNEL				DATE OF SURVEY		WIDTH (FEET)	DEPTH (NAUT. MILES)	MLW (FEET)
Joins page 4				SIDE ENTER				
ENTRANCE TO MITCHEL POINT								
11-FOOT CHANNEL		10.7	10.7	10.5	6-09; 1-10	150-100	0.59	11.0
MITCHEL POINT								
11-FOOT WEST ANCHORAGE			10.7		1-10	---	A4.45	11.0
9-FOOT EAST ANCHORAGE			8.2		12-06; 1-10	---	A3.95	9.0
9-FOOT WEST ANCHORAGE			7.3		1-07	---	A5.01	9.0
9-FOOT CHANNEL		8.4	8.3	8.1	12-06; 1-07	100	1.67	9.0
6-FOOT CHANNEL		4.4	5.8	5.6	12-06; 1-10	100	0.50	6.0
6-FOOT SOUTHWEST ANCHORAGE			6.0		1-10	---	A1.78	6.0
6-FOOT EAST ANCHORAGE			5.0		12-06	---	A0.96	6.0
6-FOOT NORTHWEST ANCHORAGE			4.5		12-06	---	A1.28	6.0
6-FOOT TURNING BASIN			B4.8		12-06	---	A0.57	6.0
A. AREA IN ACRES								
B. EXCEPT FOR SHOALING TO 2.2 FEET AT 44°32'38.3N, 67°52'44.5W AND SHOALING TO BARE IN LAST 50 FEET OF CHANNEL								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



8

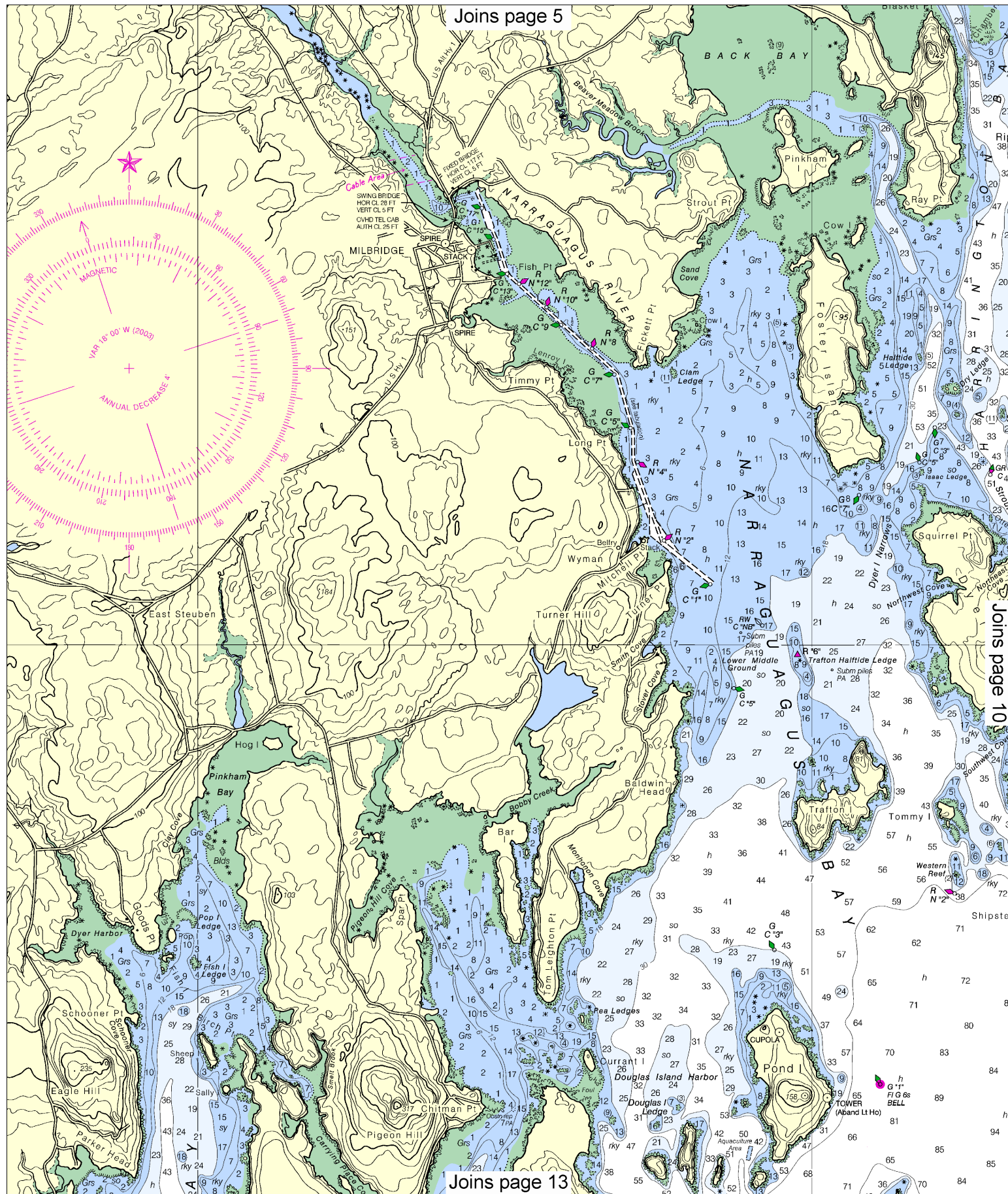
Note: Chart grid lines are aligned with true north.

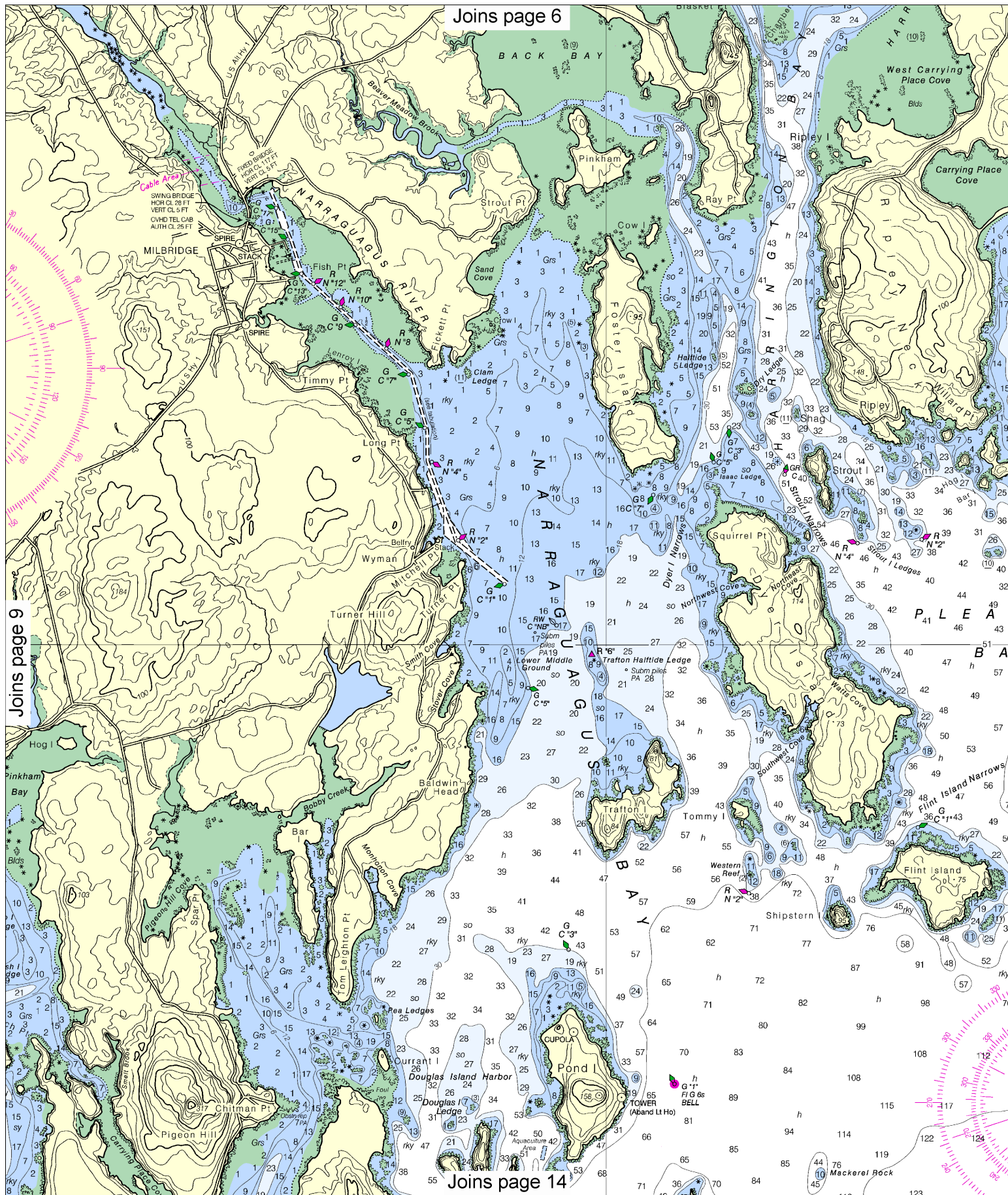
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







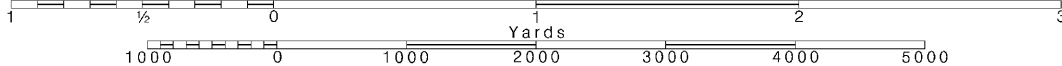
10

Note: Chart grid lines are aligned with true north.

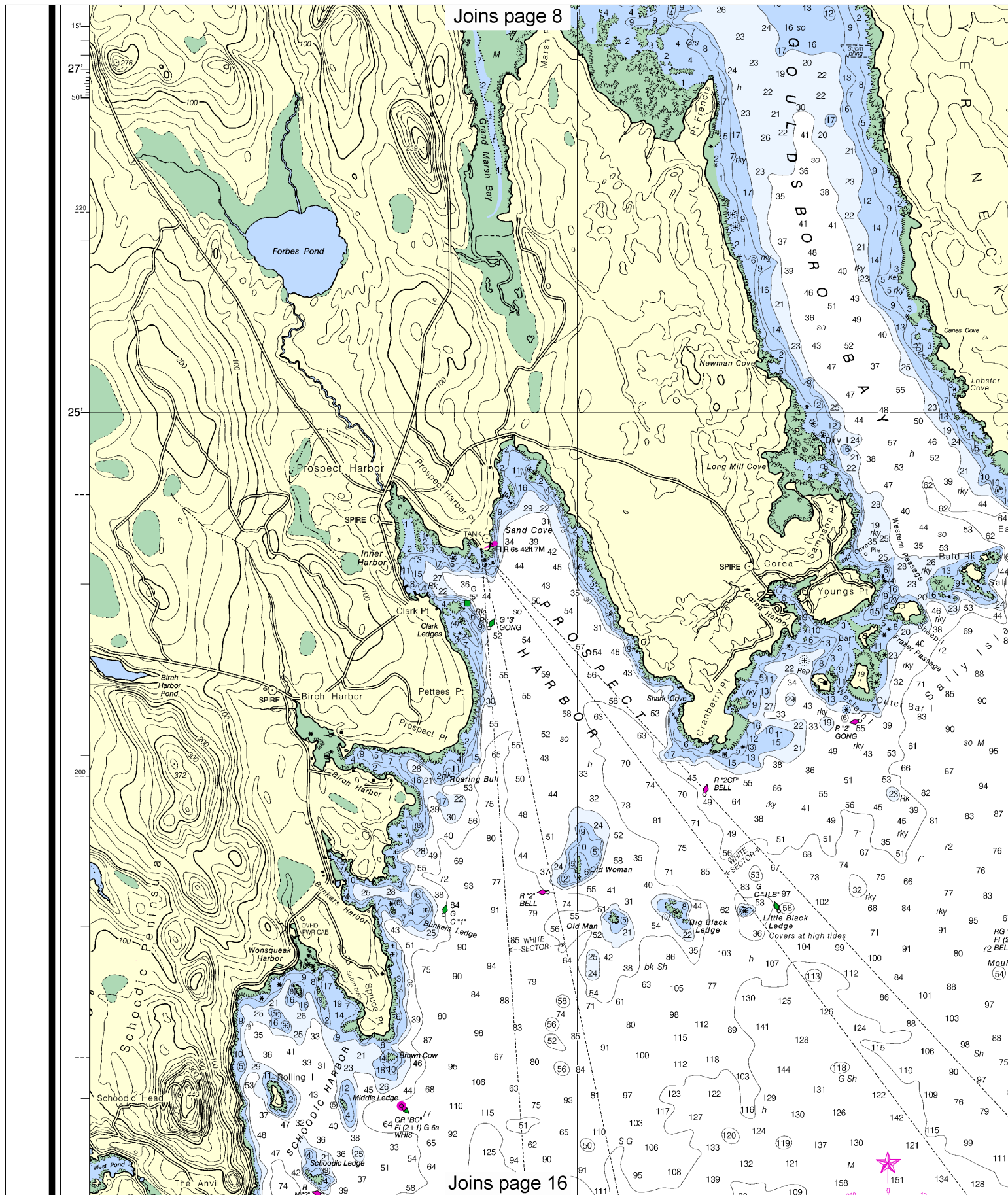
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







12

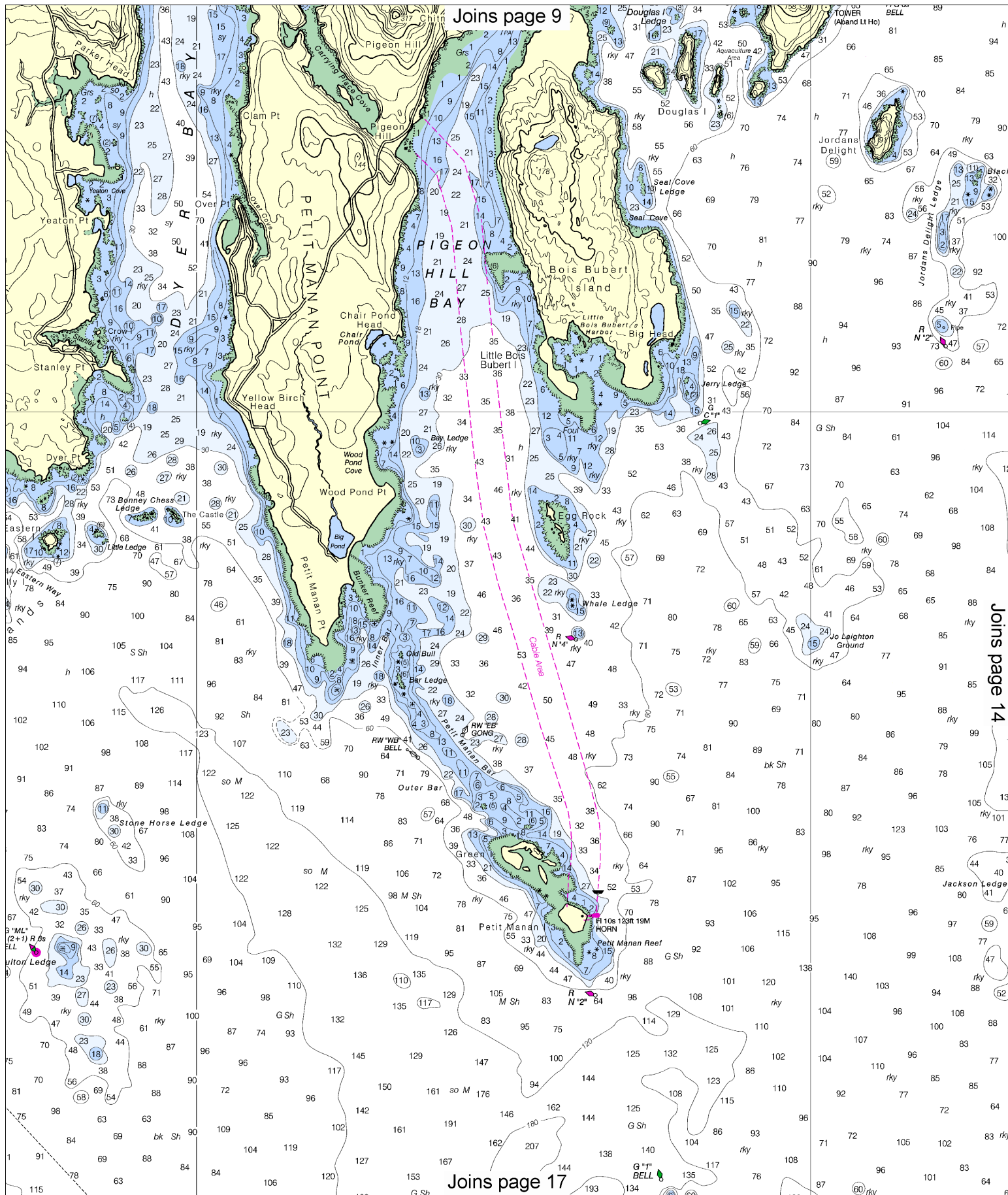
Note: Chart grid lines are aligned with true north.

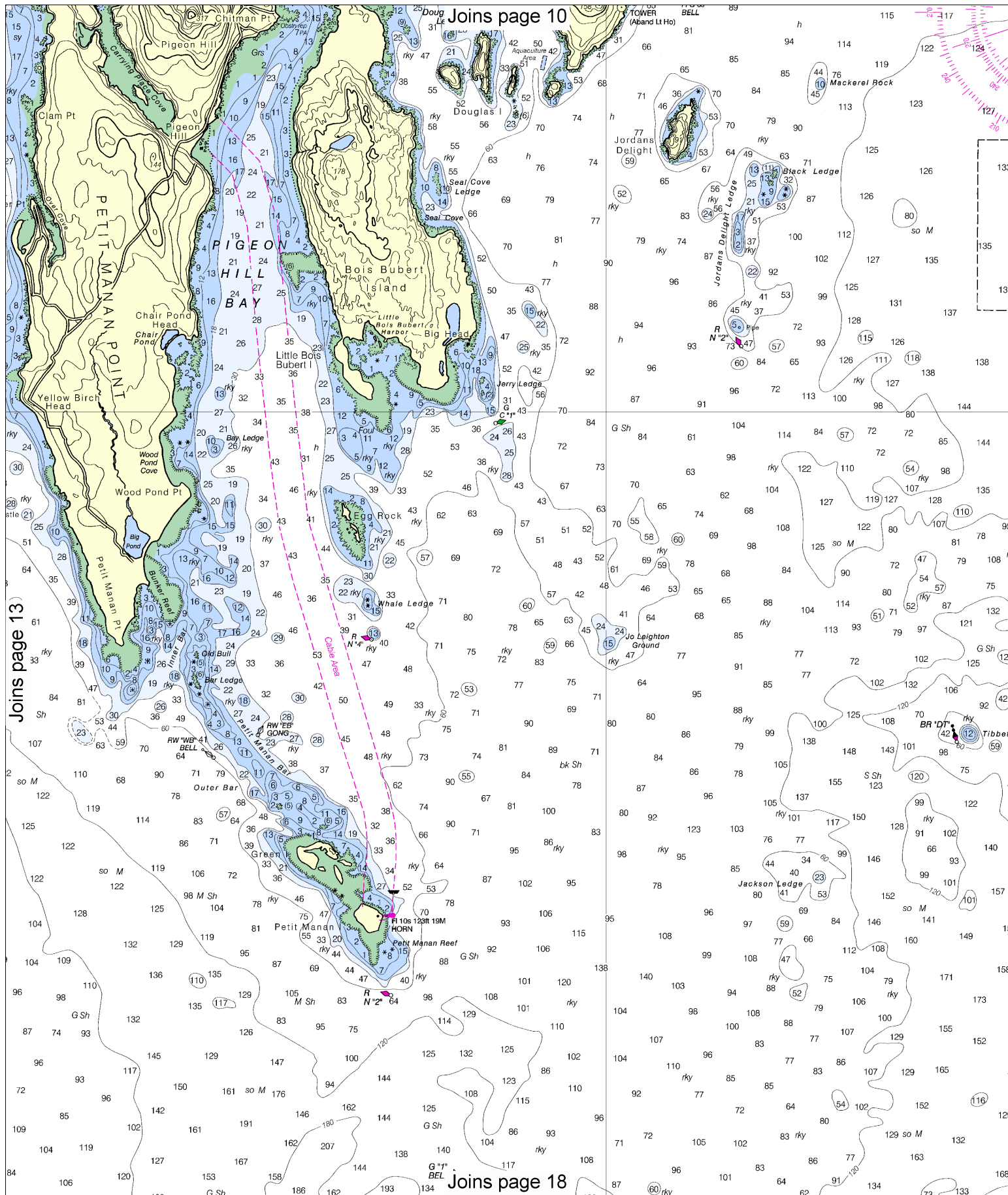
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







44° 20'

JOINS CHART 13318

68°

CONTINUED

14th Ed., Nov./03
13324

Corrected through NM Nov. 1/03
Corrected through LNM Oct. 21/03

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

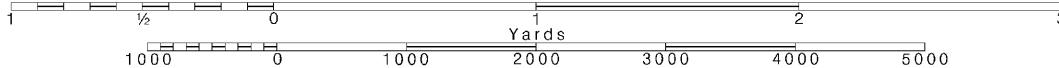
16

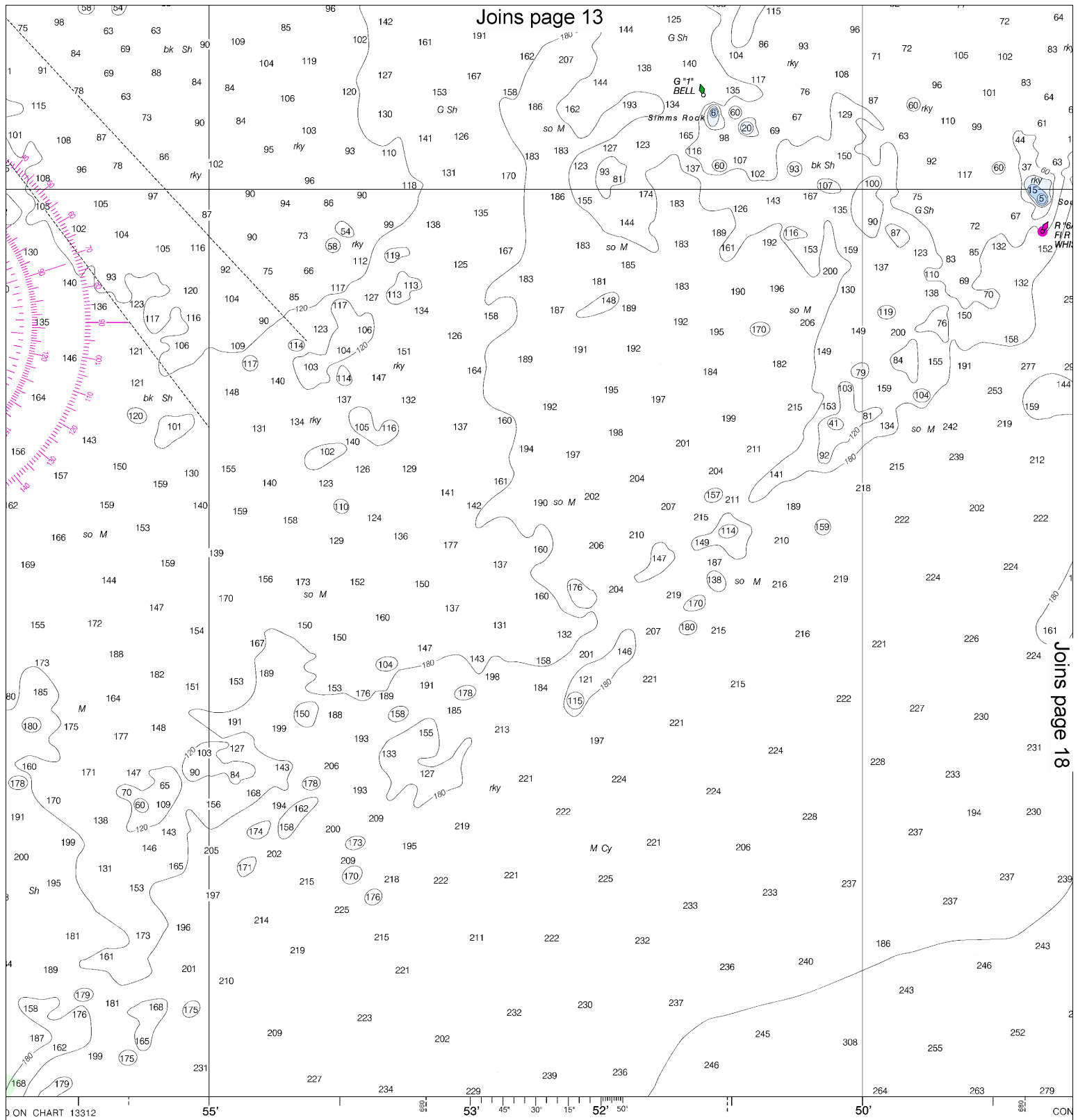
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

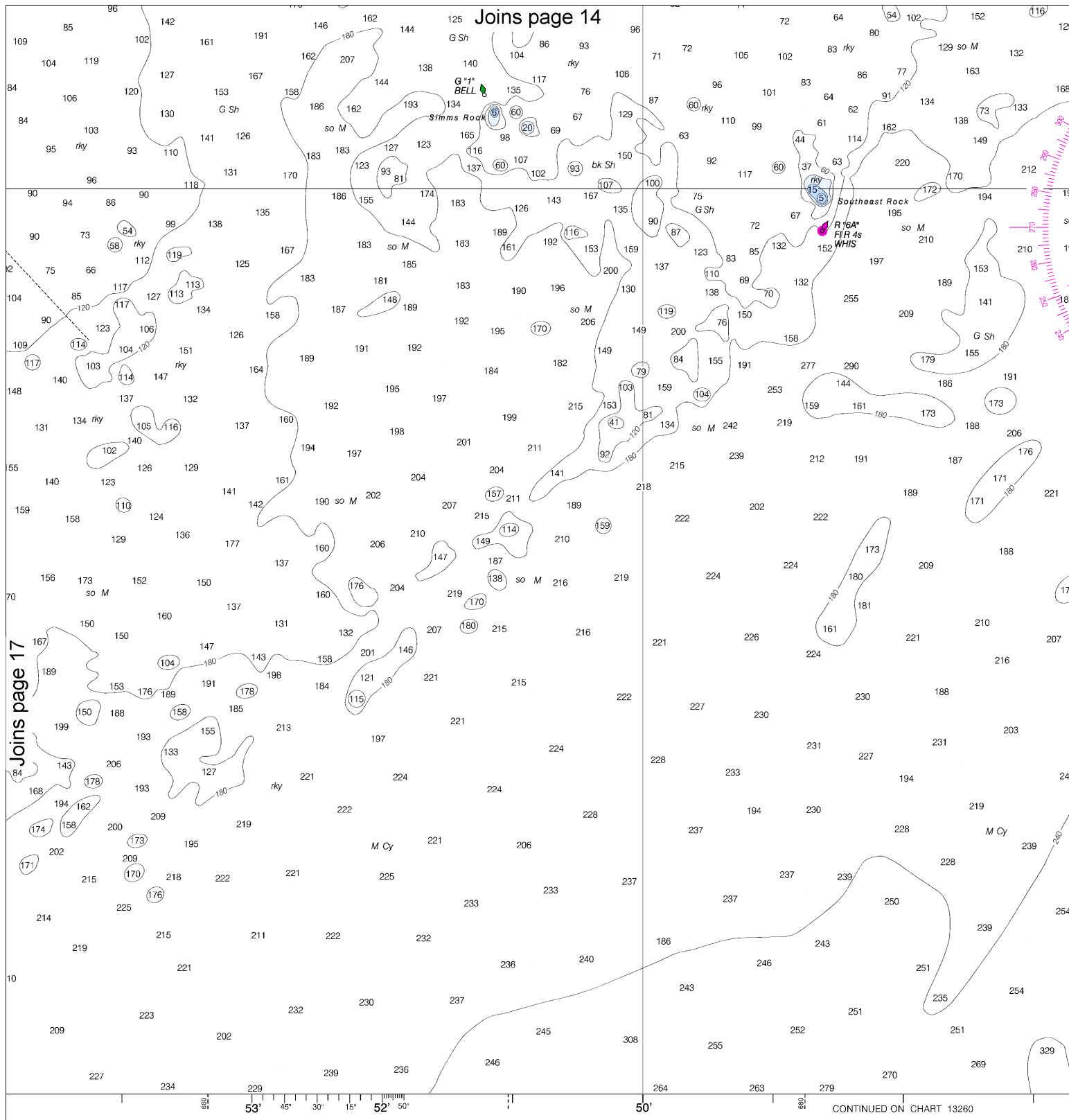




FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



been designed to promote safe navigation. The National users to submit corrections, additions, or comments for Chief, Marine Chart Division (N/CS2), National Ocean ing, Maryland 20910-3282.

FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6

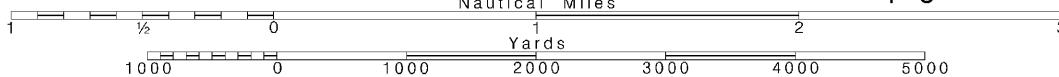
18

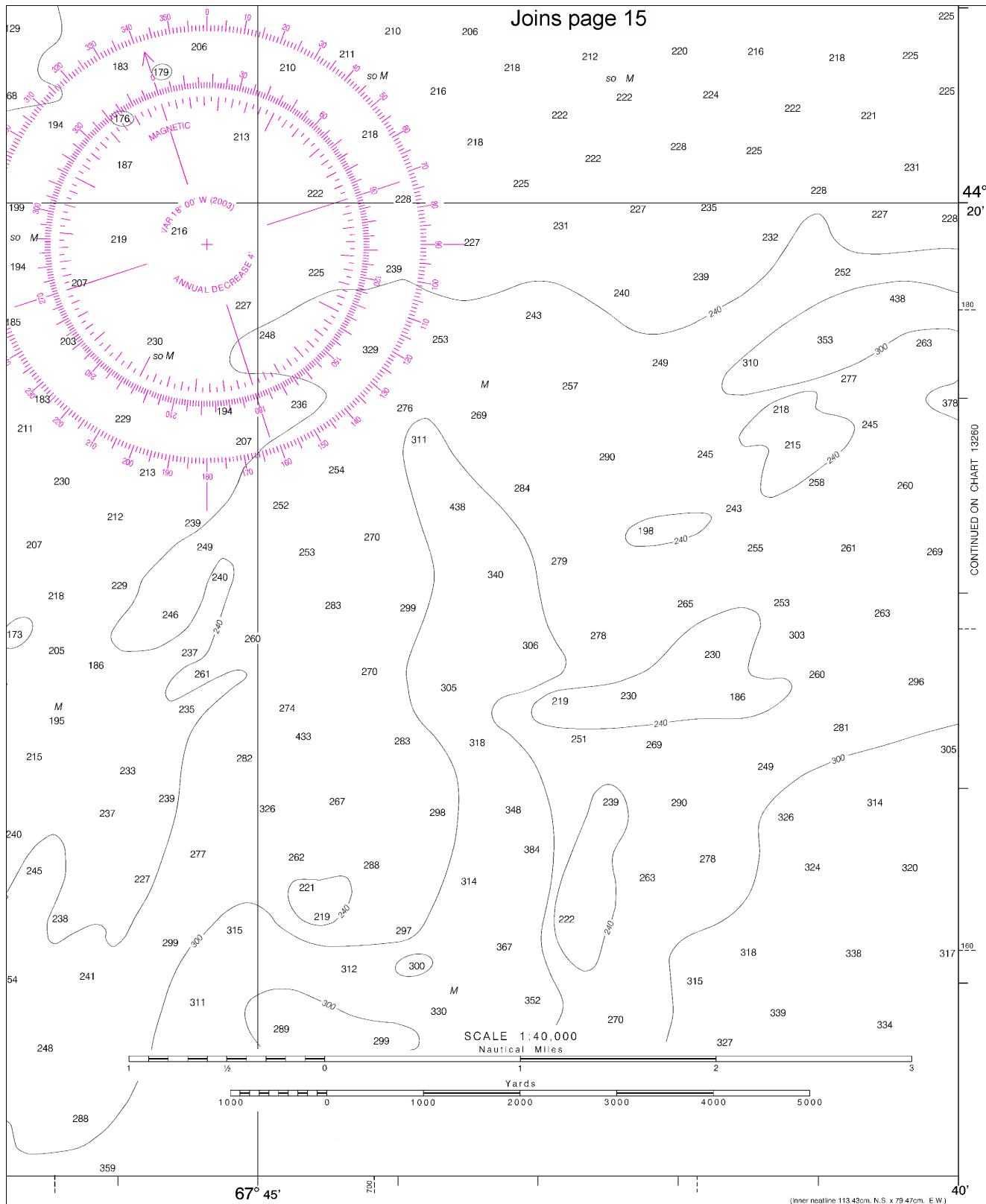
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13280



ED NO. 14



NSN 7642014010481
NIMA REFERENCE NO. 13XHA13324

7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
1	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31		

Tibbett Narrows to Schoodic Island
SOUNDINGS IN FEET - SCALE 1:40,000



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
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Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker